

where repose the ashes of our great English poet, whose lovely tale of the patience of Griselda has often drawn tears from our eyes. Leaving these remarks to be followed up practically by others better able to advocate the subject, I subscribe myself,

A RAMBLER AMONG THE TOMBS.

FOREIGN ARCHITECTURAL AND COL- LATERAL INTELLIGENCE.

Project of the Great Paris Canal.—Mr. Arago's Plan.—The idea of connecting Paris with the ocean by way of canalizing the Seine, is of no very recent date, but seems now to be near its realization. As far as the French capital is concerned, the canal there has two different aims to attain—the putting on board, and landing of merchandise, and as a means of transit. Mr. Arago's opinion, stated in the Lower House, is this: "The navigation of the Seine downwards, is certainly the most important; which, however, is fraught with danger between the Pont Notre Dame and Pont au Change. The rapidity of the river is great here, and by a strange distraction of the engineer and architect, the arch for vessels passing in the former is just opposite a pillar of the latter. This inconvenience in the way of traffic, must, with others, be remedied. Mr. Arago thinks, that the works to be executed should embrace both arms of the Seine. His plan is to bar the river near the Pont Neuf, sufficiently high for his objects of navigation, and to establish at the same point an engine for distributing the waters of the Seine all over the town. This engine would have a 4,000 horse power, because this is really the force of the river at this point. This would be effected by means of turbines placed longitudinally. Thus you will obtain 10,000 inches of fountain water daily, ever available for the highest quarters of the town. This would, therefore, according to present prices, yield an income of 330 millions francs annually, of which the costs of the engine might be deducted. But this engine works twenty-four hours a day, and requiring no maintenance, the price of water could be decreased by 170 per cent. of the present price. He also, like Mr. Lamartine, demanded a plenty of cheap water for the people. By this plan, also, all the fosses of the fortifications could be filled with water in three days."—*Journal des Debats*.

New Moving Power.—A new machine has been viewed by a commission of the Institute. The inventor is Mr. Tremblay, and the experiments were made in the ateliers of Mr. Philippe. Mr. T. employs, for obtaining rotary motion, two combined engines; one moved by steam (of water), and the other by steam of ether. The second engine does not work but by the aid of the first—thus: the steam, after having passed the cylinders of the first engine, is conducted at its issuing point into the water-proof chape of a vessel containing sulphuric ether—which, at the same time, is the generating cause of the vapour of ether, and the condenser of the steam; the heat of the latter being sufficient for developing the vapour of ether, which moves the second engine. On escaping from this, the vapours of ether goes to the condenser placed in cold water; it becomes there condensed, with as little delay as it took to form it. An extracting pump, brings back to, and eliminates, the generator, the ether liquified by this refrigeration. Thus, the process recommences with the same ether, which, during the whole operation, is preserved just the same as the water and steam. The quantity which escapes is very small, and this has been most difficult to overcome. The advantages of this engine are—a saving of 50 per cent. in fuel, as it suffices to heat one engine for making both work. The expense of ether is null. The engine occupies much less space and weighs less than others. It produces distilled water, which returns constantly to the boiler, and thus will prevent the destructive effects of sea-water on the iron sheets of the boiler. By saving the quantity of fuel, the space and weight it occupies in vessels are also to be taken into account, all which combined, will make it (in every respect) an improvement on the present steam-engines.—*Journal des Travaux Publics*.

Reconstruction of the Viaduct of Barentin.—These works are carried on with prodigious activity. The masses of ruins have been re-

moved as by enchantment, and the new scaffolding is nearly all ready for raising again this aerial road. For the last month, seven or eight hundred labourers have been daily employed in merely clearing off the debris.

Signs of the Times.—Hamburg.—A few days ago, a large newly executed warehouse on the canal, near the great Burstah, fell down with a great crash. The owner contends, that this has been caused by some particular orders emanated from the building authorities (*Baubehörde*), and claims damages, as well as the merchants, who had placed goods in it.

Bursting of a Gasometer at Berlin.—The English Gas Company of that city have sustained a great loss of late, by the bursting of one of their gigantic gasometers, which they had imported from this country. On being filled, it burst, and is totally useless. This untoward accident has, naturally, stimulated the other companies of Berlin, who go on energetically with their buildings and engines.

The Railway Communication between Vienna and Prague.—has been interrupted by the falling in of a viaduct, which calamity is ascribed to the too great haste and precipitation with which this line has been constructed.

The Pont de la Tournelle, at Paris, near the *Entrepôt des Vins*—is at present the scene of great improvements. The public road will be enlarged about three feet by the footpaths being more expanded. This is done by arches of cast-iron supported by the pillars of the bridge, whose stairings have been already extended to the new line. The approaches to the bridge are to be protected on the side du Mail by strong parapets. The great rise, which hitherto made its approaches difficult for carriages, will be cut down, and works similar to those of the Pont Royal make the whole environs more comfortable for traffic and passage.

The Chapel of Louis VII. at Carthage.—*Monumentalizing of the Globe.*—This structure, commemorating the landing of the French king in Africa, has been completed by orders and expense of Government—one of the few modern monuments on the Mediterranean shores of Africa. Mr. Charles Jourdain, architect to the king of the French, at Tunis, laid the plans and drawings before H. M. at St. Cloud. The chapel is erected in the Gothic style, and is connected with the other buildings by colonnades. They comprise the dwelling of the priest, a vestry, a hall of reception for strangers, &c. The whole is encompassed by a wall, and contains an area of 100 metres in diameter. If we take into account, that nearly at the same time a monument (lighthouse) is contemplated at Singapore (half the globe's distance) to the late Mr. Horthburgh, we may safely say, that the whole globe is beginning to be monumentalized in some shape or other.—*Allgemeine Zeitung*.

The French Academy of Arts at Athens.—will be an important complement of the great French "system of art instruction." It will receive every year a certain number of pupils of the French Academy at Rome, who will thus be enabled to study in succession the monuments of Greece. The Government will, moreover, appoint a Paris professor of fine arts, to remain three years at Athens to direct the studies of the pupils, as has been hitherto the case with the French school of art at Rome.

Final Decision about the Royal Library building at Paris.—The "Administration of Fine Arts and Public Monuments" has come to the decision of cutting the difficulties and uncertainty hitherto attending the fate of this building, by enlarging the present locale—certainly, the plan most practical and tactical. Proposals have already been made to the proprietors of the houses in the Rue Vivienne and Colbert, adjacent to the present library, and the late treasury, for the purchase of their houses, which are to be pulled down for completely isolating the *Bibliothèque*. On part of the space thus acquired, the new additions are to be erected. As the present building towards *Rue Richelieu* demands a thorough repair, both works will be undertaken simultaneously. The interior also, will, for reason of the new constructions, undergo a great change, and several extensive tracts become affected to other purposes than they hitherto were. The expense of the works will be great, amongst which the purchases of property in the Rue

Vivienne form a considerable item.—*Le Constitutionnel*.

Erection of Large Public Schools at Paris.—The town-council have decided on the purchase of nearly the whole area of one of the lines of the Rue des Prêtres, St. Germain L'Auxerrois, between the Place de l'Ecole and that des Trois Maries. This space is destined for the building of new school-houses, which have become necessary by the increase of population. The widening of the street will also form a better road for carriages, and save them the delay of going up to Pont Neuf. The demolition of those patch-houses which cover this densely-populated district, has made great progress, and archaeology will not mourn their demolition.—*Journal des Debats*.

J. L.—v.

RAILWAY JOTTINGS.

The Lytham branch of the Preston and Wyre Railway was opened for traffic on the 16th ult. It diverges from the trunk line near the Kirkham station, and is 4½ miles in length. The Lytham station was erected by Messrs. Towers and Westall, of Fleetwood, from designs and under the superintendence of Mr. R. B. Rampling. The principal elevation, abuts upon the Kirkham road, towards which it presents a façade in the Roman Doric style, constructed entirely of Longridge stone. It consists of a circular vestibule, about 18 feet in diameter, surrounded by pilasters supporting a deeply-roofed dome, with stained glass dome-lights. On the right hand is a general waiting-room and the departure platform; on the left is a waiting-room for ladies, and the arrival platform. The carriage station is 140 feet long by 53 feet wide, and is covered by a roof which excites attention. It consists of twelve arches of timber put together in segments, and secured by nuts and screws; all the timber ends butting upon each other like the stones of an arch. These arches support the usual roof timbers. The *Preston Guardian* of the 21st ult. gives two engravings, one of the departure platform and roof, the other of the principal elevation.—The Court of Common Council last week determined upon petitioning Parliament against the North Kent Railway (city extension) Bill. The company propose to carry their line into the city over Southwark-bridge, and to erect a terminus at the end of Maiden-lane. Mr. Lutt referred the court to the mass of deformity called into existence by the Blackwall Railway Company through allowing them to enter the city, and expressed a hope that every attempt to increase this evil would meet with a firm and powerful opposition.—A silver silver of the value of sixty guineas, has lately been presented by the directors of the Norfolk Railway to Holland Thomas Birkett, Esq., for services gratuitously rendered in promotion of the company's interests.—Mr. Carnegie, at the Cork and Bandon meeting a few days since, instanced an extravagant demand for compensation. Five thousand pounds was claimed for 2½ acres, whilst the whole farm was worth only 2,500L. At the same meeting Mr. Smith spoke of one who wanted compensation for the injury which would be done to the milk of his cows by reason of the noise, steam, and smoke of the locomotives in their transit.—The number of passengers who have travelled on the Great Western line since its opening on the 4th of June, 1838, to the 31st of last December, amounts to 10,904,605. In 1838 the number was 264,644; in 1839, 606,396; in 1840, 1,024,217; in 1841, 1,541,656; in 1842, 1,606,015; in 1843, 1,629,160; in 1844, 1,791,272; in 1845, 2,441,255.—The opening of the Thames Junction line, a branch of the Eastern Counties, has been deferred for a few days in consequence of the incompleteness of the works connected with the large bridge over the Stratford-road.—The first stone of the Skew-bridge, over the Grand Canal at Monasterevan, on the Great Southern and Western line, was laid on the 19th ult.—Two of the five contracts on the Leeds and Thirsk line, which were let to Mr. James Bray, are being prosecuted by him with great energy. The shafts required for the tunnel in the Bramhope contract have all been commenced, and at those which have been carried down to the level of the railway, the driftway is in progress, and is being carried on night and day,